## ALL READY FOR AUTO RACE.

WILD TALES THAT ARE TOLD OF VANDERBILT RACERS.

Amorted Crowd of the Paithful Stand Guard Over the Last Bay of Work Before Elimination Trials to Select America's Cars-All Prey of the Speed Germ.

GARDEN CITY, L. I., Sept. 21 .- Fog, mist, dawn, the old cry "Car coming," a rush of low, squat racing auto, much like a gasolene propelled pilot bug, then more dashes of like cars, the arrival and tumult of the common touring motor of all types and then three solid hours at Krug's corner filed with a sweep of sound and color that takes up all the word and makes the fly-that is a feeble try at telling what it seems like to be in front of Krug's botel with the others bitten by the motor mania, watching the last workouts of the racing cars in the permitted early hours on the day before the elimination trials to select America's team which will try to win the Vanderbilt oup from the foreigners some time further on.

It is all very unreal. First of all it is not natural to be up at 3 o'clock in the morning standing on an oiled road away out in the real country, with dozens of automobiles standing about too. It is not exactly the usual thing to see some puffing. morting thing come leaping along the roadway and then dash around the corner in front of you for a long six mile zip straight ahead. It is not the conventional to find eneed thasing madly across country a dozen miles when some one-cries out. "The Maxwell has exploded on the Bull's Head arm. They have telephoned for help."

turn. They have telephoned for help."
There is a quick cranking of gas cars and the whistling of fires newly turned on and the whisting of these says chief of in the steamers and then a procession taking all ways to reach the scene. It is a trifle serie to be about that early in the morning going somewhere for no other reason than that you may find Wally Owen or his driver wrapped about a tree with a car in ruins below, something like what happened to poor George Robertson on Wednesday last. And then when you get there and find it but true all you can do it to house he is

And then when you get there and find it isn't true, all you can do is to burry back over the road you came.

It is hard to put down on paper the sense of being whirled and hustled about that comes from the mere watching of automobiles. Then all the talk is of speed, of divers, of cars, of horse-dowers and the biles. Then all the talk s of speed, of drivers, of cars, of horse-sowers and the like. There are press agents, owners, manufacturers and reporters, and all have only the one topic. The Krug's corner growd—the one that gathered there this

movid—the one that gathered there this morning—was a wonder.
What can be so interesting to a woman, gray haired, stately, matroally, and always bareheaded, to bring her cut on a bicycle at 4 o'clock in the morning, day after day, to watch racing automobiles dance by? A grandmother surely is the irst impression. And yet she has been here every day and she put a cap on the week by slaving through put a cap on the week by slaying through-out the tedious weighing ir process down in the village in the late mcrning. Just as girls, one sporting a black aweater and pertair and the two others in white sweaters. It would hardly be ween. faithful attendants at the orner are three It would hardly be wrong to say that 50 years would account for the total of the three,

and still they have been up and stirring every day that the cars have been trying out. There is an automobile party of two women and three men that has not missed a day either. The girls look heavy eyed and pale when they get down to the course, but a glimpse of Walter Christie or Joe Tracy risking their necks on the nasty turn brings the color flushing back to their faces and makes them animated and real

face and makes them animated and real again.

Bitten by the speed mania is the verdict. It is the old fascination. When Adam tossed Abel into the air of olden times in default of a ceiling, Abel only chuckled and called out, "Higher, pap." It was born then, and the germ lies within us all.

But even if the drivers are risking their lives every minute in the sport, it isn't all serious. This morning there rolled up to the corner a runabout, not a very large affair, loaded to the guards with small young men. One the owner, forsooth, stood with one hand upon the throttle and a foot on the

step, the while he remarked, with an all too knowing air: "Do you notice how the Frenchmen slow up on the tirn? They're afraid to round it fast"—that of Caillois and Le Blon, the best and most daring of all France, to whom worse and much more dangerous circuits have been nothing but

There's no place like it for rumors and

arrow escapes.

It was one of the rumor grop that got the crowd started out to ty to find the remnants of the Maxwell. The report came in that the car was a wreck. The dash for the place out by Bull's Head came near being serious for Walter Christie, who was being serious for Walter Christie, who was doing a 32 minute run over the 29.71 mile course. The White steamer, with Walter White at the helm, started aut in a hurry for the scene. It was somewhere about Old Westbury that White's ar came dashing down to a curve and hiting it on the wrong bank had to run abng on the left side. Christie came into sight then due for the White car. going a pile a minute. "I thought it was all up with us," said Christie afterward. "All I hoped was that Christie afterward. "All I hoped was that were no women in the car."

White, instead of trying to turn over to the right, which would have made a fatal accident sure, deliberately turned his car Into the ditch, spilling out all except one of the riders. None was hurt and Christie ran by, missing the steam car by about a foot. White ran grave chances of striking his gas tank and starting a fire that would ave made the car a wreck in a minute, but he took that charce rather than get the

Then Christie met a Pope-Toledo on the way to see the Maxwell and there was another moment when it looked as if trouble were coming for the driver of the fast car. But that was dodged too and Christle had the satisfaction of making one of the best trials of the lot. rials of the lot.

Tom Cooper, of course, got to the Maxwell first. The injery was enough to put the Maxwell out of commission, but it was worth it to see the racing that it caused to be first on the scene. There was some tall pounding all along the line to get up to the accident.

The grand stands were going up in great style all day to-day. The one at the start is especially good. There is a big improvement provement in one thing. Last year the sides of the course at the starts and finish were guarded by saplings to which strips of wood were natid. Now there is a wire netting about ten feet high, which runs all the way along for several hundred yards. There is an one with the same of There is one special private stand for Thomas Hitchcock, Jr., along the boundaries of whose property the start is made. Mr. Hitchcock gave the commission permission to use his grounds, and the stand was a single terminal. was a slight testimonial of appreciation.
The big work done by the Diamond Tire
Company has male a lot of talk. The com-Company has maile a lot of talk. The company has no less than eight tire controls on the small circuit, and 692 racing tires made by the Diamond company were brought out to-day. The company guarantees that their men will change a tire and get the men on their way within four minutes whether the rims are detachable or not. The Thomas cars are the only ones in the race with detachable rims, and they will have their tires changed at any event after five of the ten circuits have been

mave their tree changed at any event after five of the ten circuits have been made. Even if the tires are in perfect condition at the end of that distance the change will be made.

The Maxwell-Briscoe company has ar-Maxwell-Briscoe company has ar-

ranged for a parking space big enough to hold 500 cars. There are about 600 Maxwells in the city, it is said, so that they are not likely to be crowded in the park. The enterprising persons living along The enterprising persons living along the road have also determined to let parking space, but they are not as clear on orthography as they might be. One sign reads: "Parkin Spac."

orthography as they might be. One sign reads: "Parkin Spac."
The fences all along the circuit fairly bristle with anneuncements of oil, tires, shock absorbers; caps, dusters and every accessory for the automobile. These signs were put up apparently for the benefit of the racers, or the "He who runs may read" plan.

The course is very soft in many places, at the oil solutios, with 30 per cent. asphalt,

has proved to be a huge success. It was being spread all day. Some bright young man suggested that Dolbeau, if he failed to get the B. L. M. in shape for the trials, could take the oil wagon, which was known to have gone around the course without bumping anything and could be depended upon to finish. It was said at first that this suggestion had been made by Georges Dupuy, but it was not possible to trace it accurately.

this suggestion had been made by Georges Dupny, but it was not possible to trace it accurately.

The hotels around are jammed and packed full in advance of the race. The wise got their places early and sleeping rooms and food now are at a premium. The Garden City Hotel is playing to capacity and Krug's place also has as many as well can be handled. Every farmhouse that can make pretension to giving shelter and food has been requisitioned into service, and the "devil is taking the hindmost" in the chase for aliment and room.

CARS WEIGH IN.

Thirteen Probable Starters in the Elimination Trials To-day.

GARDEN CITY, Sept. 21.-With the weighing in late to-night of Ernest Keeler's 45 horse-power Oldsmobile the preparations for to-morrow's elimination trial to select the American team for the Vanderbilt cup race will be completed. There will be no trouble about the Oldamobile scaling under the maximum weight limit of 2,204 pounds, as it is asserted to be several hundred pounds under the limit. Ralph Mongini took the 60 horse-power Matheson to the scales to-night and the racer weighed 2,198 pounds.

The number 18 was skipped in the drawing for starting positions, but it seems almost sure that there will be thirteen starters tomorrow morning. The Oldsmobile will be sent away at 6 o'clock and the other cars will follow at one minute intervals. The race distance will be ten times around the 29.71 miles circuit and the five oars making the best time for the 297.1 miles will represent America in the 297.1 mile contest for the Vanderbilt cup on Saturday, October 6. Opposed to them will be five French, five Italian and three German cars.

The roads included in the course are to be closed at 5 o'clock in the morning and will remain closed until after the finish of will remain closed until after the finish of the elimination contest. A hot air balloon will be sent up from the grandstand at Westbury ten minutes before the first car is started, and the departure of the first car will be signalled by bomba. The same signal will be used to denote the conclusion of the receiver.

the race.
The oiling of the course was finished yes-The ciling of the course was finished year terday and some extra cil was spread along the outer edges of the Jericho turnpike from Mineola avenue to Jericho. The banners designating hills, down grades, turns, &c., were put up this afternoon. They are 4 feet high by 6 feet long and have white figures on a black background. They are stretched across the road about 300 yards away from the point they designate. A free away from the point they designate. After the race is over all of the cars will be weighed out at the scales in Garden City used to-day

out at the scales in Garden City used to-day for weighing in.

There was a report this afternoon that Tom Cooper would drive the Matheson to-morrow in case Mongini's injured wrist prevented him from competing, but C. A. Singer, who entered the racer, said positively late to-night that he would not allow Cooper to drive in the trials because he has not had any chance to practise with the car or to become acquainted with the course.

Owen's determination to compete after his mishap this morning is applauded by some and censured by others. As quickly as possible Owen and a force of work-men took the uninjured set of four cylinders men took the uninjured set of four cylinders out of the racer and mounted it in a touring car frame. The impromptu racer is higher off the gound than any of the other cars, but Owen is determined to start with it.

The judges of weighing, S. A. Miles, E. T. Birdsall and George S. Dupuy, weighed the cars on Frank Bray's scales on Hilton avenue in Garden City. Though the scales were recently tested and pronounced correct there was considerable kicking about them. One driver said there was a difference of twenty-six pounds between the official scales and some scales just put in at Hempstead. A discrepancy of ten pounds was discovered during the weighing of the Haynes. When a pair of shock absorbers were laid on the car they made a difference of eighteen pounds, according to the official eighteen pounds, according to the official scales, but when the absorbers were placed

on some small scales in Bray's grocery store they weighed but eight pounds and six

Among those who watched the weighing were many residents of Garden City and a flock of small boys who were kept off the scales only by the exercise of constant watchfulness. Ghairman Thompson was on hand for part of the morning. Former Chairman Robert Lee Worrell, Commodore Chairman Robert Lee Worrell, Commodore F. G. Bourne and his two daughters, James L. Breese, W. L. Bowden, Walter C. White and Sidney S. Gorham were also present. Elliott F. Shepard and George Heath, both of whom will drive French cars in the contest for the Vanderbilt cup on October 6, and Maurie Fabry of the Italian team, stopped for a few minutes. Mr. Shepard and Maurie Fabry of the Italian team, stopped for a few minutes. Mr. Shepard had with him the Hotchkiss racer driven by Le Blon in the Grand Prix last June, and he and Le Blon greeted each other warmly when Le Blon brought his Thomas to the scales. The weighing hours were scheduled between 10 o'clock in the morning and 5 o'clock in the afternoon, the drivers of all of the cars being requested to report not later than noon, which request was largely ignored. Keeler showed up before 10 o'clock with the Oldsmobile, but the car was not weighed, as it did not have its was not weighed, as it did not have its detachable rims fitted. The weight limit is 2,204 pounds with an allowance of an additional fifteen pounds if the ignition was by a magneto. The official weights in order the cars left the scales follows:

follows:

Haynes (Harding), 2,216, with magneto, Frayer-Miller (Lawwell), 2,208.

Thomas (Le Blon), 2,215, with magneto, Frayer-Miller (Frayer), 2,192.

Frayer-Miller (Belden), 2,200.

Thomas (Caillois), 2,218, with magneto, Locomobile (Tracy), 2,202.

Pope-Toledo (Lyttle), 2,195.

Christie (Christie), 2,088.

Thomas (Roberts), 2,218, with magneto.

Maxwell (Owen), 1,990.

Matheson (Mongini), 2,198.

Christie's machine was rest on the college.

Christie's machine was put on the scales while he and his mechanic were in the seats and the oil, gasolene and water tanks were

For last year's elimination trials there were thirteen cars entered, of which ten started. The 1905 elimination race was started. The 1905 elimination race was 113.2 miles in length, four times around the 28.3 mile circuit. Bert Dingley finished first with a 50 horse-power Pope-Toledo in 2 hours and 50 seconds. Joe Tracy, 90 horse-power Locomobile, was second; Robert Jardine, 40 horse-power Royal, was second; third, thench Nutt, 40 horse-power Hayas third; Frank Nutt, 40 horse-power Haynes, was fourth, and Montague Roberts, 60 horse-power Thomas, was fifth. The American Automobile Association racing board summarily eliminated the Royal, Haynes and Thomas machines a few days after the trials. In place of them the following cars were substituted: Walter Christie, cars were substituted: Walter Christle, 80 horse-power Christie: Herbert H. Lyttle, 75 horse-power Pope-Toledo, and Walter C. White, 40 horse-power White steamer. Leaving out the Apperson, which was wrecked on Wednesday morning, and the B. L. M., which had a cylinder blown out yesterday, there are thirteen probable starters left out of the fifteen cars that had been entered. There was no No. 13 entered. There was no No. 13 ed, the hoodoo numerals being omit-

been entered. There was no No. 13 allotted, the hoodoo numerals being omitted and the Apperson was No. 10 and the B. L. M. 15. The other cars are:

No. 1, 45 horse-power Oldsmobile, entered by Gen. George Moore Smith, Automobile Club of America, Ernest Keeler driver; No. 2, 120 horse-power Pope-Toledo, entered by Col. A. Pope, Automobile Club of America, Herbert H. Lyttle driver; No. 3, 60 horse-power Matheson, entered by C. A. Singer, Automobile Club of America, Ralph Mongin driver; No. 4, 115 horse-power Thomas, entered by E. R. Thomas, Automobile Club of Suffalo, Gustave Caillois driver; No. 5, 4, horse-power Maxwell, entered by J. D. Maxí well, New York, W. H. Owen driver; No. 60 115 horse-power Thomas, entered by C. A. Coey, Chicago Automobile Club, Hubert Le Blon driver; No. 7, 115 horse-bower Thomas, entered by H. S. Houpt, Automobile Club of Buffalo, Montague Roberts driver; No. 8, 110 horse-power Frayer-Miller, entered by Montague Roberts No. 9, 50 horse-power Christie, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walter Christie driver; No. 11, 116 horse-power Frayer-Miller, entered by Walte

Columbus Automobile Club, Frank Lawwell driver: No. 12, 30 horse-power Loco mobile, entered by S. T. Davis, Jr., Automobile Club of America, Joe Tracy driver: No. 14, 60 horse-power Haynes, entered by Elwood Haynes, Chicago Automobile Club, H. N. Harding driver: No. 16, 110 horse-power Frayer-Miler, entered by J. F. Stone, Columbus Automobile Club, E. H. Belden driver.

Only four of the drivers were cut on the

Only four of the drivers were out on the oourse this morning, the majority of them being engaged in preparing their cars for the official weighing in at Garden City.

H. N. Harding made two rounds with the Haynes, completing his first circuit of the course in 37 minutes and the second in 35 minutes. Walter Christie drove his front wheel direct drive, stripped touring car oourse in 37 minutes and the cove his front minutes. Walter Christie drove his front wheel direct drive, stripped touring car around once, in 32 minutes, which substantiated Mr. Christie's assertion that the machine is very fast. The wind resistance problem will not bother Christie very much as his car is fitted with 28-inch wheels and the hody is hung very close to the ground.

problem will not bother Christie very much as his car is fitted with 28-inch wheels and the body is hung very close to the ground. A serious accident was narrowly averted on the back road between Bull's Head and the "Hairpin" turn at Old Westbury when Christie almost orashed into a runabout driven by Walter C. White. News of an accident to Owen's Maxwell had been telephoned to Kings, and Mr. White was one of those who at once started for the North Hempstead turnpike, near East Norwich, where Owen was waiting for assistance. Mr. White's car had five passengers in it, some of whom were standing on the platform behind the driver's seat.

Mr. White had just swung to the back road from the Guinea Woods road and his car had skidded to the right side of the road. He saw the Christie machine coming and realized that a collision was inevitable, as the road curved there so that the oncoming racer would surely skid into him if he remained there. He instantly turned his car across the road and ditched the machine in the gutter on the left side. Christie gave his steering wheel a sharp turn to the left and passed the machine to the

chine in the gutter on the left side. Christie gave his steering wheel a sharp turn to the left and passed the runabout without harm.

Joe Tracy passed Krug's with the Locomobile at 5 minutes after 6 o'clock, but turned west on the Jericho turnpike with the evident intention of returning to his quarters at Lakeville over the Hyde Park road. A few minutes after Tracy passed Krug's a telephone message came that the Maxwell had come to grief on the North Hempstead turnpike about two miles west

Krug's a telephone message came that the Maxwell had come to grief on the North Hempstead turnpike about two miles west of the turn at East Norwich. There was an immediate scramble for waiting touring cars, and Tom Cooper with the Matheson, that scored so heavily at Atlantic City, was the first to reach Owen and his disabled racer. The forward one of the two four-cylinder motors that drove the car had come to grief, the water jacket bursting between the third and fourth cylinders, the eight cylinders being arranged in a row lengthwise with the frame.

The damaged racer was towed to its quarters on the Jericho turnpike and work was at once commenced to prepare a four cylinder stripped touring car for Owen to drive in place of the useless racer. It was evident that the usual crowd of volunteer clockers thought that there would not be very many racing machines out on the course, because there were not as many spectators at Krug's as had been the case for the previous nine mornings between the hours of 5 and 7 o'clock. for the previous nine mornings between the hours of 5 and 7 o'clock.

SWEET MARIE TROTS IN 2:02.

Mare Makes Her New Record Without

Wind Shield-The Abbe's Futurity. COLUMBUS, Sept. 22.-The largest crowd hat ever gathered at the Columbus track saw Sweet Marie take a record of 2:02. Ecstation paced in the same time and the Abbe made himself the champion three-year-old trotting stallion. The Abbot's full brother did this trick when he won the deciding heat of th Kentucky Stock Farm Futurity in 2:10%,

going easy.

Sweet Marie, with a runner alongside and no wind shield in use, went out to reduce her record of 2:03% and to break the track trotting scord of 2:02% made by Cresceus in 1901 Her fractional time was 0:30, 0:29%, 0:30%, 0:32. Capt. Derby got a record of 2:06% in winning the consolation race. Crayton E. and Billy Cole were better liked than the winner in

the early betting.

Ethel L. took the 2:19 trot in straight heats from Budd, the first choice. Gratt was selected to win the free for all pace and lost the first heat wh en Ecstatic won in 2:02. The mar was all in after this and Gratt went to a break when the second heat was nearly finished Angus Pointer won this heat and outgamed Gratt in the final one. W. J. Lewis, an out-sider in the betting, put it all over Favorite Oro in two heats of the unfinished 2:10 trot.

	Oro in two heats of the ununished 2:10 trot.
	2:15 class, trotting: purse \$1,000
	2:15 class, trotting; purse \$1,000: Lillie R., b. m., by J. T. (Keating) 1 1 2 4
	Beil Bird, b. m. (Koster) 7 4 1 1
8	Star Kim ch & (D Shank)
- 1	Star Kim, ch. g. (P. Shank) 8 2 4 3 Gale, b. g. (Hopkins) 2 8 3 2
	Gale, b. g. (Hopkins)
а	Robin C., ch. g. (Hobson) 4 13 5 5;
	Henry S., Jr., b. g. (Evans) 6 5 7 ro
	Admiral Schley, b. g. (Shaffer)11 7 6 ro Little Bride, b. m. (Gahagan) 8 9 8 ro
	Little Bride, b. m. (Gahagan) 8 9 8 ro
	J. J. M., Jr., b. g. (Davis)
ч	Heilographer, br. s. (Herniy). 9 10 11 ro Lucretia, br. m. (Phompson). 10 12 10 ro Betty Brook, b. m. (Titer). 5 6 dr Alation, ch. s. (Branum). 12 11 dr Time-2:1014, 2:1014, 2:1014, 2:1114, 2:0814.
2	Lucretia, br. m. (Thompson) 10 12 10 ro
	Betty Brook, b. m. (Titer) 5 6 dr
a	Alation, ch. s. (Branum)
я	Time-2:1014, 2:1014, 2:1014, 2:1114, 2:0814
	Kentucky Stock Farm Futurity, for three year
	old trotters; purse \$5.760;
. 1	The Abbe, blk. c., by Chimes (White) 2 1
	Ed Custer, ch. c. (Chandler)
,	Vera Prodigal, br. f. (Childs)
	Vera Produgal, or. I. (Childs)
•	Lightsome, b. f. (Benyon) 3 10
	Vera Prodigal, br. f. (Childs)         4         3           Lightsome, b. f. (Benyon)         3         10           Gov. Francis, b. c. (Foote)         6         6           Alceste, br. f. (B. Shank)         7         4
ı	Alceste, Dr. I. (B. Shank) 7 4
	Sheeny, ro. c. (D. Thomas)   5 7   Vendetta, b. c. (Curtis)   10 5
7	Vendetta, b. c. (Curtis)
ч	Kidd McGregor, b. c. (McPherson)
	Laboudle, b. f. (Saunders) 8 8
	Marleopa, br. s. (Nuchols) 9 dis
1	Time-2:12%, 2:12%, 2:10%.
ч	Free for all, pacing; purse \$1,200:
1	Angus Pointer, b. g., by Sidney Pointer
	(Sunderlin) 1
	Ecstatic, b. m. (Lang)
•	Gratt, blk. s. (Spencer) 2 4
	Baron Grattan, b. g. (Geers) 2
	Nervole, b. s. (Cox)
	Mystar, ch. g. (McHenry)
	Locanda br s (T Murnhy) 7 8
	Locanda. br. s. (T. Murphy)
	2:10 class, trotting; purse, \$1,000 (unfinished);
	W. J. Lewis, b. g., by Norval (L. Murphy)1
	One bill a (McCarthy)
	Oro, blk. g. (McCarthy)2
1	Vansandt, b, m. (Devereaux)4
	Watson, ch. g. (Coyne)
•	Roberta, b. m. (McHenry)
	Totara, D. m. (Titer)
	Borcaselle, br. s. (Demarest)7
	Time-2:06/4, 2:06/4.
	To beat track trotting record, 2:0214:
	Sweet Marie, b. m., by McKinney (A. P. McDon-
	The state of the s

Time, by quarters-50, 5934, 1:30, 2:02.

To beat 1:59% pacing: Time.
Audubon Boy, ch. s., by J. J. Audubon (Cat-Time-2:0714 To beat 2:0714, trotting:

Time..... Lord Roberts, b. s., by Arlon (McHenry)...... Time—2:10. Time-2:10.

2:15 class, pacing; purse; \$1,000:
Capt. Derby, b. g., by Chas. Derby (Eldridge) 1
Billy Cole, b. g. (Nichols).
Crayton E., b. g. (Estes).
3.
Biddaigo, br. g. (Demarest).
4.
F. J. Park, b. g. (Rea).
5.
Vanya, b. g. (Eckers).
8.
High Seven, ch. g. (Stuard).
Inston, br. h. (Anderson).
7.
Time-2:07'4, 2:0894, 2:08.
2:19 class trotting purse \$1,000. Time-2:07'4, 2:08'4, 2:08, 2:19 class, trotting; purse, \$1,000; Ethel L., ch, m., by Elyria (Cahagan) Budd, b. g. (Carpenter).

India, br. m. (Eldridge).

Jessie Benyon, ro. m. (Penyn).

Peter Balta, b. g. (Hedrick).

Ruth G., g. m. (Kenny).

Estrella, b. m. (Sweringen).

Emily Letcher, b. m. (Graves).

Fashoda, b. m. (Geers).

Jo Astral, blk. g. (Estes).

Burnell Burns, g. g. (Darby).

Pearl Norval, b. m. (Ferguson).

Venango, ch. g. (Branum).

Time-2:11'4, 2:10%, 2:12.

Cascade Wins Free for All at Riverhead RIVERBERAD, L. I., Sept. 21.—Good racing marked the close of the Suffolk County Agriculture Society fair here to day. Robert L. Davis of Yonkers won the free for all with Cascade in straight heats. A. B. Van Houten captured the greatest race of the meeting—a seven heat affair—with the rank outsider, Hamilet, and Dr. Ticchurs got away with the unfinished 2:38 class event, with Pon Pon marking the mare at 2:1894.

ing the mare at 2:1894.
2:28 class, pacing; purse \$300:
Exultor, b. s., by Adbell (Phillips).
Suste W., bik. m. (Hendrickson)...
Minnie Albert, b. m. (Varney).
Maud R., br. m. (Rackett)...
Steady Wilkes, b. g. (Magee).
Time-2:2344, 2:214, 2:2494.
Free for all: purse \$400:
Cascade, br. g., by Cascerone (Davis).
John McEwen, br. g. (Powers).
Cilvewood, br. s. (Phillips).
John Hall, b. g. (Corwin)...
Miss Mills, b. m. (Mills).
Time-2:1394, 2:1894, 2:1814.
2:28 class. trotting or pacing; purse \$300: 2:30 clas , rotting; purse \$300:

Hamlet b. g. (Van Houten) ... 2 2 4 2 1 1 1

Northland Puss ch. m. (Hollen-beck) ... 1 2 4 2 2

Otario br. g. (Davin ... 2 3 1 1 3 3 3

Oakland Boy, br. g. (Haff) ... 4 4 3 3 4ro

Time-2:354, 2:354, 2:354, 3:354, 3:354, 2:354, 2:354 GOSSIP OF THE RACETRACK

JOCKEY LUCIEN LYNE HAS DE-CIDED TO RETIRE PERMANENTLY.

Physician Advises Him to Stop Reducing at the Expense of His Health-Lucky Jack McGinnis Plays Two Long Shets Successfully-The Bookmakers Win.

Lucien Lyne, the well known jockey, announced yesterday that he had decided to retire permanently from race riding. For some time Lyne has found it a difficult matter to reduce, and as his physician warned him that violent exercise resorted to in order to keep off superfluous flesh might make him an invalid he concluded to take Time by the "I began my career in the saddle," said

Lyne, "by riding a winner and I wound it up in a similar manner yesterday when I scored with Mr. Whitney's Brookdale Nymph. I weigh 120 pounds now and as I have not been feeling extra well after reducing to make lighter weight I have decided to quit the saddle for good. I am going home to Kentucky for a rest." Lyne comes from a well known family in

the Blue Grass region. His father is a prom-inent breeder, and Lucien sprang into prominence on the Western tracks several years ago as the stable jockey for John A. Drake. When Drake invaded the East Lyne rode here for the first time with remarkable suc cess. Then he was engaged to ride for James R. Keene in England and went over there with Matt Allen, who had the Keene racers is his charge. Lyne did not score much of a homesick. When he returned he decided to ride free lance, and was in great demand. He rode considerably for the Whitney stable last year and was also under contract (second call) to that racing establishment this season Lyne signed a contract, however, to ride the horses of Dave Johnson and Frank Farrell early in the spring. He handled Roseben in nearly all of his races, but more recently Shaw has been riding the Farrell horses. As Lyne has now retired, Shaw will ride Roseben in the match race with Lady Amelia next Thursday. Lyne is the second star jockey to get out of the business permanently his year. Frank O'Neill retired last July and is now a full fledged trainer. It is possible that Lyne will follow in O'Neill's footsteps. as he has saved his money and is an enthusi astic horseman.

Lucky Jack McGinnis, who is in a pretty fair stride just now, had his eyes peeled for long shots all the afternoon. He had a bet of \$3,000 to \$200 on Coy Maid, the winner of the third event, and followed up this success with another wager of \$4,000 to \$500 on Kenn-McGinnis took Flaviguy in the fifth race. The Willow Stakes was worth \$2,075 to the winner. It was run for the first time in 1887, the winners of it being Leo H., Senorita, Reclare, Esperanza, Yorkville Belle, Helen Nichole, Stoneneille, Handsprun, Annot Lyle, Princess Flavia, Kitefoot, Acushia, Oneck Queen, Janice, Endurance By Right, Astarita, Marjoram, Chrysitis and King's Daughter.

A majority of the books won money on the day. They paid out a good round sum on James R. Keene's Suffrage, the winner of the first race, who was backed from 8 down to 3, but thousands were lost on the Patchogue Stable's Lotus, a favorite at 8 to 5. Sewell's ride on Lotus, by the way, was lazy, to put it mildly. He did not get away any too quickly and then seemed content with third place until it was too late to make any sort of an fort to overhaul the flying Keene filly. E. R. Thomas's Jacobite, who ran third, went up in the betting from 4 to 1 to 15, the stable connections letting him severely alone. Con-sistent and Pater were well played across

the board in this race.

There was a heavy play on the Newcastle Stable's Momentum in the second race, as he was pounded down from 8 to 5 to evens. As Royal Lady was taken for the place and Royal Breeze was a magnet for show money, the books lost heavily on this event. But they cleaned up handsomely on the third race, Every plunger of any pretence whatsoever went to Dandelion, who was beaten down from 9 to 5 to 13 to 10, and then practically generally neglected, but the Western crowd ook Martin Doyle three ways, only to see Radtke make a mess of it. Dandelion ran a all the way from four to thirty-four pounds to his rivals. Coy Maid was in receipt of sixteen pounds from him and was perfectly handled by Garner, who is back in the form displayed by him early in the year.

Kennyetto's triumph in the Willow Stakes was another good thing for the books, for she receded in the betting from 4 to 8. If Gold Lady had won, however, instead of losing by a few inches, the ring would have een scorched, as she was played from 8 do wn to 4. Jesse Lewisohn, Dave Gideon, Ton y Aste and others having their checks down.

She was ridden by Jack Martin, who is known as the "best money ride: in America." Martin, when he feels in the proper mood, can put it over almost any jockey in the profession. He seemed to be influenced by some mysterious incentive when he put Gold Lady under the lash yesterday, for he never rode defeat of Fantastic, who carried the public's money, the bookmakers' cup of joy in this nstance overflowed.

Lancastrian, who won the fifth race, went back in the betting. The smart fellows did not care for him at all. Neither did his owner, Charley Ellison. There was a istrong play on Joe Levy, also on Sonoma Belle, Flavigny, Jennie McCabe and Ebony, the books keeping all this money.
"Who is Mr. Lee?" This question was

repeatedly asked when the programme announced that Nemesis would run in this new owner's name and colors in the last race. Nemesis formerly belonged to E. R. Thomas. He was saddled by A. J. Joyner for yester-day's race, and the big bettors goobled up 2 to 5 with eagerness. It developed after the race that "Mr. Lee" was the turf name assumed by Mrs. E. R. Thomas, who has always been a lover of the thoroughbred. Stole was well played for the place in this event, with Miss Ogden liberally taken to show. Miller rode one winner in five mounts, his followers having another disastrous day.

KENNYETTO WINS THE WILLOW. John Sanford's Filly Takes Stakes From Gold Lady.

F. R. Hitchcock provided two losing favorites. Dandelion and Fantastic, both heavily played, at Gravesend yesterday and in each instance Miller rode. Fantastic was quoted at 7 to 5 in the Willow Stakes for two-yearold fillies, five and a half furlongs, but Miller rode her with poor judgment, taking her around the pacemakers instead of dropping back and coming through on the rail. result of this move was that Fantastic fin-ished third amid much faultfinding, while the winner turned up in John Sanford's Kennyetto, 8 to 1, who beat A. L Aste's Gold Lady, to 1, a nose in a terrific drive. Gold Lady was practically left at the post, but Martin went after the others so energetically that he eaught up with the pacemakers at the head f the stretch, having come through on the rail. Martin never used his whip so viciously. The money was down and he was out to land it. But Radtke on Kennyetto was just a trifle run in 1:07.

Dandelion, top weight in the handicap, at a mile and a furlong, was heavily supported at 13 to 10. Miller got him into a pocket at the outset and the Hamburg colt was practically shut off all the way up, the backstretch. Meanwhile, after Grapple, who ran for the first time in Frank Farrell's colors, had tired making the pace, the Kenilworth Stable's Coy Maid, a 15 to 1 shot, rushed to the front. She drew away from the bunch coming into the stretch, where Miller set sail for her with the stretch, where Miller set sall for her with the favorite. Under the whip Dandelion gained, but Coy Maid had pienty in reserve when she passed the judges, a length to the good in 1:54. Far West, 20 to 1, was third, a length behind Dandelion. Radtke's han-dling of Martin Doyle, second choice, provoked a great deal of censure. Sewell's easy ride on Lotus, 8 to 5 favorite in the first race, 2 handicap for three-year-olds, about six furlongs, was another cause

for grumbling. The stewards; however, saw nothing wrong when the fast filly came home second to James R. Reene's Suffrage, 3 to 1, who got away from the post running and won pulled to a walk, by four lengths in 1:10. Lotus took the place from Jacobite, the top weight, 15 to 1, by half a length.

The Newcastle Stable's Momentum, even money favorite, was quickly taken to the front by Miller in the second race, for two-year-olds, five and a half furious, winning all the way and beating Enoch Wishard's Royal Lady, 13 to 5, by a couple of lengths in 1:07. P. J. Dwyer's Royal Breeze, 8 to 1, was third the same distance back.

C. R. Ellison's Lancastrian, 7 to 2 favorite, got up in time to win the fifth race, at a mile and a quarter from Our Sister, 12 to 1, by a head in 2:07. Huntington, 8 to 1, was a poor third.

It was not until the last few jumps that the same distance back and a quarter from Our Sister, 12 to 1, by a head in 2:07. Huntington, 8 to 1, was a poor third.

third.
It was not until the last few jumps that Nemesis, 2 to 5 favorite, got up to win the last race, for makiens, one mile and a sixteenth by a nose in 1:48. Stoic, 6 to 1, with Miller up, was the contender, taking the place from Miss Ogden, 7 to 1, by half a dozen lengths. Three favorites won, but the ring had a shade the best of it. The summaries:

FIRST BACE. Handleap: for three-year-olds; \$1,000 added 

Belling: two-year-olds: \$1,000 added; five and a half furlongs:

Horse and Age. Wt. Jockey. Betting. Fin. Momentum, 2. 97. Miller. even 1-3 12 Royal Lady, 3. 59. Garner. 13-5 3-6 22 Royal Breeze, 2. 97. J.Hennessy 8-1 8-2 35 Orsoulum, 2. 107. Radtic. 12-1 4-1 4 Master Lester, 2. 92. Freishon. 40-1 15-1 5 Darabow, 2. 97. Marsters. 200-1 60-1 6 Allowmaise, 2. 106. Sewell. 30-1 8-1 7 Pierrot, 3. 97. Horner. 15-1 4-1 8 Time, 1:07 4-8.

Good start; won easily: Momentum, br. c., 2, by Sorcerer—Balance II.: owned by Newcastle Stable; trained by Thomas Welsh.

THIRD BACK, Handloap: for all ages; \$1,200 added; 

FOURTH RACE.

| Selling: three-year-olds and upward; with \$1,000 added; mile and a quarter: | Horse and Age. Wt. Jockey. | Betting. | Fin. | Lancastrian, 3. | 97. J. Hennessy 7-2 7-5 1h Our Slater, 4 | 100. Pinn. | 12-1 5-1 2\* | Huntington, 5. | 96. Garner. | 8-1 3-1 3h | Ebony, 5. | 99. Heffernan | 8-1 3-1 3h | Flavigny, 3. | 92. Notier. | 5-1 2-1 5 | Jennile McCabe, 4. | 101. Horner. | 7-1 5-2 6 | Caronal, 6. | 104. McGra h. | 100-1 40-1 7 | Louis H., 5. | 99. C. Ross. | 30-1 10-1 2 | Joe Levy 3. | 89. Freisbon. | 9-2 2-1 2 | Sonoma Beil, 6. | 96. G. Burns. | 6-1 2-1 2 | Fell. | Time, 2:07. | Good start, won driving; Lancastrian, b. e. 3 | 5 y Kingston-Royal Rose; owned by C. R. Ellison; trained by G. P. Brazier. | Selling; for maiden three-year-olds and upward;

Selling; for maiden three-year-olds one mile and a six eenth:

Horse and Age. Wt. Jockey.
Nemesia. 3. 100 Horner.
Stolc. 3. 92 Miller.
Miss Ogden. 3. 85 Englander.
Holscher. 3. 93 Jennessy
Markle Mayer. 3. 94 Notter.
Tarlac. 3. 93 Alex.
Fatani za. 3. 89 McDaniel.
Orphan Pet. 4. 98 Beckman. 16
Lady Avis. 3. 93 Hefernan.
Greenland. 3. 97 Omey 16
Golden Star, 5 94 White 16
Time. 148. Betting. Fin. 2-6 out 15 6-1 7 5 28 7-1 8 2 38 8-1 5-2 4 39-1 15 1 6 50-1 15 1 5 50-1 15 1 5 1 100-1 30-1 100-1 30-1 100-1 30-1 100-1 30-1 100-1 30-1 100-1 30-1 100-1 30-1

Time, 1:48.

Fair start; won driving; Nemests ch. f., 8, Meddler-Hessie; owned by Mr. Lee; trained A. J. Joyner. TO-DAY'S CARD FOR GRAVESEND.

Are Features. Salvidere, supposed to be the best twoyear-old of the season, will start in the Junior Champion Stakes, for two-year-olds, about six furlongs. He will probably meet Water Pearl, De Mund, Oran, Superman and others, getting a real test. The Second Special, at a mile and a haif, has only three starters, Go Between, with 121 pounds, meeting the threeyear-old fillies Tangle and Running Water, each with 107. In the opening event, at about aix furlongs, Keator, Robin Hood, Rusk and Handzarra 100k best. Hylas must give away weight in the steeplechase at about two and a

weight in the steeplechase at about two and a half miles, with Yama Christy and Expansionist to beat.

In the fifth race, for three-year-olds, one mile and seventy yards, L. J. Hayman, Astronomer, Wes, Lancastrian and Proposer have good chances. Maiden two-year-olds will run in the sixth race, at five and a half furlongs, with Philander, Algelone, Rappahannock and Tony Bonero figuring well. The same conditions govern the seventh race, with James Crawford, Rockstone and Lally formidable. The entries follow:

First Race—Seiling: about six furlongs: 

Deutschland

.108 Rusk...... 107 Van Ness....

105 Shine On....... 102 Right and True..

Sprakers. 102 Right and True...
101 Nostromo
Toscan. 101 Blue Queen...
Col. White... 101 Belle Strome...
Josie Hampton... 100 Brush Up.
Keator... 98 Givonni Bolerio...
Second Race-Steeplechase Handicap;
two and a half miles;
Hylas. Hylas...
Expansionist...
Russell Sage...
Yama Christy.
Third Race
furlongs:
De Mund.... Junior Champion; about six Water Pearl.

Merrick Stran Merrick Belle of Jessamine.
Sixth Race—For na haif furlongs:
Senator Clay.
Prince Fortunatus.
Mitre. 118 Skiddoo... 115 Ever True... 115 Algelone 115 Philander... 115 Furze Rappahannock..... Tony Bonero.....

maiden two-year-olds, five Sam Bernard ..... AMERICANS WIN IN WALES.

Grant and Westfall Take Indoor Doubles Championship.

A cablegram was received in this city last night announcing that Wylie C. Grant, New York L. T. C., and H. Lavern Westfall, Kings County L. T. C., had won the Welsh in door tennis doubles championship, in a tourna-ment at Llandudno. Grant has won the American Indoor singles

Plans for a Large Auxiliary. An order has been placed with Tams, Le-Moine & Crane by a well known yachtsman for an auxiliary, which is to be built at Lawley's this winter from designs by Clinton H. Crane. This boat will be 140 feet

Clinton H. Crane. This boat will be 140 feet on the water line, 30 feet beam and 18 feet draught. She will be rigged as a three masted schooner and will be 144 feet from water line to truck. This will give some idea of the size of her rig. She will spread about 12,000 square feet of canvas in her lower sails. She will be the largest yacht of her kind built in this country and is for a yachtsman who already has a good sized auxiliary in which he has cruised and raced considerably. The boat will be out early next spring and work is to be started at once.

Plains fixture as a bucolic treat. In the final heat of the 2:20 trot the Mamaroneck stallion Dan McGregor bolted on the lower turn and leaped the outer rail, horse, sulky and driver fetching up in a heap among the bushes and rocks. The stallion was not hurt much and the only injuries to the driver, J. T. Sivalls, were some bruises on the legs and hips.

Sally Simmons 2d, which won in straight heats, had the less at the moment of the accident, with the Southern gelding Paul Allen trotting fast in second place. Dan McGregor had been in the leading bunch, but the stallion went up in the air and in pulling up to swing the horse back to a trot Sivalls must have choked off its wind. At all events, McGregor was a wild horse for a spell and charging across the track the stallion jumped the fence in steeplechase fashion There was consternation on the grand stand until the horse and the man were free from the tangle and on their feet again. There was a round of applause then for Sivalls. In the judges' stand there was much ex-

citement over the stallion's escapade. L. E. Ortez, Sivali's father-in-law, and James Butler were the timers: D. O. Archer, the "peaceful man," the clerk; F. K. Briggs. H. G. Curran, C. A. Koelsch and C. Purdy associate judges, with George Coleman the starting judge. They were relieved at the happy ending of the accident and they all agreed that it was the only time a horse had ever bolted the fence with the entire outfit. In the free for all pace Dr. Macham's Single D., from Paterson, made a fine showing and took the purse in straight heats, in the last setting the new track record in a race of 2:13½. The 2:21 pace was unfinished, through Silver Bar, eighth in the first two heats, winning the last two, to the downfall had scored a winning heat

There was a raising of the lid on the fly gamblers with three card and shell games but it is threatened that they will be raided for keeps to-day. They were driven out for the tenth or twentieth time yesterday, but when three or four bookmakers appeared and began to shout out odds on the races the sure thing sports got to work again in the nooks and corners. "Raid one, raid all," is said to have been their note of defiance to the authorities. At all events the thimblerigging and monte games opened up as soon as the books did.

The harness horse judges had a peck of

The brows did.

The harness horse judges had a peck of trouble over the class for pairs of horses over 14.2 and not exceeding 15.2 hands, suitable for a lady. The first prize was the gift of A. G. Vanderbilt. Horses counted 60 and the appointments 40 per cent. The conditions also stated that women should drive and that professional drivers were barred. Four pairs appeared of the seven entered. Mrs. William Orr Barclay, with Sandow and Sultan, received the gate, as the appointments did not suit the judges—Messrs. Haven, Jr., Koch and Gerry.

Next Mrs. L. Strauss, with H. L. Pratt's noted mares Lady Eocene and Lady Barbara, was sent out, as the judges did not like the way Lady Eocene and Blitzen, and Mrs. Dick Donnelly, driving Miss Gibert's The Baron and President. Both pairs had been in the winnings, singly or together, during the week, but the onlookers on the grand stand and in the horse show paddock were unanimous in favor of Miss Bedford's candidates. When Miss Gibert's pair received the blue ribbon there was a storm of hisses from both sides of the ring, an unusual demonstration at White Plains.

One set of the disapprovers were enraged

the ring, an unusual demonstration at White Plains.

One set of the disapprovers were enraged because the amateur had been placed second to the professional driver, for so Mrs. Dick Donnelly is regarded. This, however, is a matter of protest from the exhibitors and not a matter in which the judges might take the initiative, provided the amateur status of Miss Gibert's driver was in doubt, notwithstanding the violation of the printed conditions. The majority of the dissenters, however, thought Donner and Blitzen the better pair under the terms of the class. The summaries:

Pree for all class, pacing: purse \$500:

 
 maries:
 Free for all class, pacing; purse \$500;

 Single D., b. g. (Dr. A. Maham)
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 Leo S., ch. g. (P. H. Schenck)
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 Funston, ro. g. (C. F. Smith)
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 King Direct, bik. s. (Fast View Farm)
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 4
 Time—2:14%, 2:13%, 2:13%, 2:29 class, troiting; purse \$300:

Sally Simmons, 2d, b, m. (R. L. Williams)... 1

Paul Alien, b, g, (J. S. Sheidon)... 3

Exquisite, ch, g, (P. A. O'Connell)... 5

G. L. Smiley, b, g, (W. T. Connell)... 2

Sir Thistie, a, g, (E. Robiuson)... 4

Myra, blk. m. (L. Prigge)... 6

Eilamore, br. m. (F. R. Bain)... 8

Dan McGregor, b, s, J, T. Sivalis... 7

Time—2:1814, 2:2214, 2:2114.

GOLF. Match Play Rounds on the Morris County

In the Morris County Golf Club tournament vesterday an unknown from Yale, George defeated his college mate and the Broup, intercollegiate champion, Robert Abbott, in the first round for the Thomas cup, by up, and in the second round he put out Brokaw on the nineteenth hole. Neither match was marked by low scoring, but Broup displayed a steady game and he had the luck with him. He and Abbott did 79, and Bromp had an 80 with Brokaw. Whitelatch did 80, both in the morning and afternoon and will meet Broup in the final.

Broun of Harvard won a hard match from Bowers and will meet C. H. Van Vleck, Jr., the Plainfield dark horse of the amateur championship, in the final for the Freling-

Links.

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One and six in London Thirty-five cents in New York

TURE.

BROOKLYN JOCKEY CLUB. SIX RACES TO-DAY AT 2:30 P. M. SPECIAL TIME TABLE.

SPECIAL TIME TABLE.

Trains leave E. 34th st. N. Y., 12.20, 12.50, 1.20
(1.40 Sat. only). On 12.50 train special parior car
for club members. Leave N. Y., Park Row via.
Culver line, 15 min, interval from 12.38 P. M. to 1.38
P. M., 10 min, interval from 12.38 P. M. to 1.38
P. M., and 15 min, headway thereafter, stopping
at Caty Hall, Bridge st. Futton st., Flatbush av.
9th st., 16th st., 25th st., and 35th st. From 39th st.
Whitehall st. ferry every 20 minutes from 12.10 to
2.50 P. M.

HORSES AND CARRIAGES.

"Save the Horse." \$5 a Bottle. Write for a guarantee, contract, booklet and letters on all lameness. TROYCHEM ICAL CO., Binghamton, N. T.

huysen cup, while Dell and Van Vleck, Sr., will play for the Foote cup. H. J. Whigham, while not in form at the start from lack of practice, has been improving with each match, and will play Schley for the Pitney cup. The summaries:

Thomas Cup—Second round—George Broup, New Haven, beat Robert Abbott, Plainfield, 1 up; George T. Brokaw, Garden City, beat L. R. Upton, Baltusrol, 2 up and 1 to play; Marshall Whiltath, Montelair, beat Albert Swords, Merris County, 1 up (20 holes); W. P. Letchford, Morris County, beat F. H. Thomas, Morris County, 3 up and 2 to play.

Semi-final Round—Broup beat Brokaw, 1 up (19 holes); Whiltatch beat Letchford, 5 up and 3 to play.

Freinghuysen Cup—Second round—Paul Wilcox, Semi-final Round—Broup beat Brokaw. 1 up (18 plotes; Whitlatch beat Letchford, 5 up and 3 to play.

Frelinghuysen Cup—Second round—Paul Wilcox, Montclair, beat Charles Letson, New Brunswick, 5 up and 4 to play; C. E. Van Vieck, Jr., Montclair, beat H. C. Richard, Princeton, 3 up and 2 to play; J. S. Brown, Harvard, beat L. B. Garretson, Morris County, 1 up; G. D. Burns, Brooklawn, beat C. F. Watson, Essex County, 4 up and 2 to play; Semi-final Round—Van Vieck, Jr., beat Wilcox, 2 up and 1 to play; Brown beat Bowers, 2 up. Foote Cup—Semi-final round—W. A. Dell, Morris County, beat W. L. Cross, Montclair, 5 up and 4 to play; Charles Van Vieck, Montclair, beat L. H. Thomas, Richmond County, 1 up. Dickson Cup—Second round—Enos Wilder, Morris County, beat W. E. F. Moore, Englewood, 1 up (nincteen holes); W. D. Vanderpool, Morris County, beat H. Swords, Morris County, J. Seabright, by default; Max. Behr, Morris County, Beat J. G. Dittimer, Englewood, 4 up and County, beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and County, Beat J. G. Dittimer, Englewood, 4 up and

Charles B. Macdonald, Garden Charles Behr, Morris Proval, Seabright, by default; Max Behr, Morris County, beat J. G. Dittmer, Englewood, 4 up and 2 to play.

Semi-final Raund—Wilder beat Vanderpool, 1 up Semi-final Raund—Wilder beat Macdonald, 1 up (ninetwenty holes); Behr beat Macdonald, I up (nine-teen holes).

Pitney Cup—First round—M. B. Metcalf, Essez County, heat Raymond Havemeyer, Seabright, by default; C. B. Schley, Morris County, heat G. H. Petzer, Jr., Roseville, 5 up and 4 to play; J. E. Denton, Baltusrol, heat G. K. Fullarten, Cranford, by default; H. J. Whigham, London, heat C. R. Gillett, Wykagyl, 1 up.

Semi-Final Round—Schley heat Metcalf, by default; Whigham heat Deuton, 6 up and 5 to play. Harkness Cup—Semi-final round—W. L. Thomas, Princeton, heat Griffith Bonner, Knollwood, 7 up and 6 to play; James A. Tyng, Morris County, heat H. W. Freeman, South Orange, by default.

There will be a thirty-six hole handicap

There will be a thirty-six hole handleap for the R. H. Williams cup to-day, besides the finals in all the cups. FAST TIME AT ALLENTOWN.

Harry L. Paces in 2:07 1-4 in Free for All and Is Then Withdrawn. ALLENTOWN, Pa., Sept. 21.—A big double programme was witnessed by a monster crowd at the Allentown fair to-day. There were in all twenty-five heats. Large fields and fast time were the rule, the fastest mile of the week in a regular race being paced by Harry L. in the free for all. He did 2:0714 in the first heat, when he strained a cord in his leg and was drawn. Summary: 2:18 class, trottler; purse 5500: 2:18 class, trotting; purse \$600; Rose Electrite, b. m., by Electrite (Com-

Rose Electrite, b. m., by Electrite (Commings) 7 1 1 1 1 Tom Phair, b. s. (Opdyke) 1 8 8 2 1 Frank Herdle, bik. g. (Grady) 8 2 3 6 Victor, Jr. b. g. (Morris) 4 3 2 9 Zach, ch. g. (Earling) 2 5 7 4 2 Zach, ch. g. (Earling) 3 4 5 7 7 4 2 Zach, ch. g. (Earling) 5 6 5 5 3 Molene, b. m. (Kenyon) 3 4 4 5 Marta Paine, b. m. (Merkle) 5 6 5 5 3 Molene, b. m. (Clark) 6 7 9 7 Linda Bel, b. m. (Clark) 9 9 6 8 Time-2:1514, 2:1514, 2:1614, 2:17. 2:12 class, pachg: purse \$500.
Little Miss, b. m., by Alctum (Burgess) 1 1 1 Starlight, ch. s. (Grady) 2 2 3 3 Who Knows, bik. g. (Payn) 3 5 2 Capt. Sampson, gr. g. (Rhodes) 5 3 5 1. T. Washburn, b. s. (White) 4 4 4 Free for all: purse \$500. Free for all; purse \$360;

Judex, b. g., by Redwood (W. E. Smith) ... 3 1 1

Hallock M., b. g. (Rhodes) ... 2 2 3

Harry L., b. g. (McGrath) ... 1 dr

Time -2.0714, 2.0814, 2.0814. 2:22 class, pacing; purse \$500; Ella Ambulator, b. m., by Ambulator (Me-Grath)
Hal Raven, blir. g. (Earling).
Annie B., b. m. (Birney).
Major R., b. g. (Hirkle).
Doe Belle, b. m. (Netty). 2:25 class, trotting: purse \$500; litty Bellaires, b. m., by Berkshire Chime Kitty Bellaires, b. m., by Berkshire C (Arthur). Alto Down, b. g. (Runch). Bob Mc., ch. g. (Payn). Ella C., b. m. (McFarland). Billy R., b. g. (McAnany). Time—2.211, 2.2014, 2.2214. Time 2.214, 2.204, 2.204, 2.204, 2.204 class, trotting, stake \$1.000; Locust Lad, b. g. (Walsn) Wilkes Heart, b. g. (Stede) Nahma, b. m. (Burger) Baron Arnold, b. g. (Stabl) Patity Saarks r. m. (Jackson)

AUTOMOBILES

AUTOMOBILES.

Lady Cherry, b. m. (Ryan).
Time 2:15, 2:15, 2:1314.

Dinner Bell, b. m. (McGrain). Egoine, b. s. (Stahl). Peckville, b. s. (Payn). Baron Alfred, b. s. (Alackson). Autcune, gr. m. (Rhodes). Time—2:12/4, 2:1484, 2:14/4.

2:14 class, pacing; purse, \$600;

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